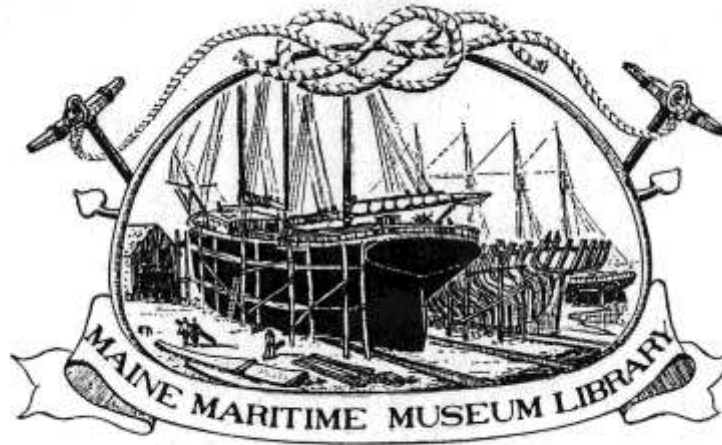


**Maine Maritime Museum Library**

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**Inventory  
for  
Manuscript Collection  
MS-473**

**Captain William R. Kreger and J. S. Winslow & Co.  
Papers**

**Inclusive dates 1897-1988  
Bulk 1908-1917**

by  
**Nathan R. Lipfert**

September 2017

Sixteen Folders  
*Accession # 2006.087.01*

**A PART OF THE CAPTAIN W. J. LEWIS PARKER BEQUEST**

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## Abstract

### **Kreger, William R., *Captain* (1853-1924)**

#### **J. S. Winslow & Company**

Papers, 1897-1988, bulk 1908-1917

Sixteen folders

Master mariner of Fairfield (ME), and shipping company of Portland (ME).

Collection comprised mostly of dividend statements for J. S. Winslow & Co. great schooners, mailed to shareholders. Also a few documents regarding provenance. Donor may have added papers from other sources to the ones from Captain Kreger.

Bequeathed by Capt. W. J. Lewis Parker in 2006.

MS-473; Accession # 2006.087.01

Finding aid in repository; folder level control.

#### **Added entries—people**

Kreger, Henry L. F.

Kreger, William R., *Captain*

Morgan, Charles S.

Parker, W. J. Lewis, *Captain*

#### **Added entries—corporate bodies (including vessels)**

*Addie M. Lawrence* (Six-mast schooner)

*Alicia B. Crosby* (Four-mast schooner)

*Alice M. Lawrence* (Six-mast schooner)

*Edward B. Winslow* (Six-mast schooner)

*Edward J. Lawrence* (Six-mast schooner)

*Frank T. Stinson* (Four-mast schooner)

*George E. Walcott* (Four-mast schooner)

*Henry F. Kreger* (Four-mast schooner)

J. S. Winslow & Co.

*Major Pickands* (Four-mast schooner)

*Mary E. Palmer* (Four-mast schooner)

*Oakley C. Curtis* (Five-mast schooner)

*Prescott Palmer* (Five-mast schooner)

*Ruth E. Merrill* (Six-mast schooner)

*William B. Palmer* (Four-mast schooner)

*William C. Carnegie* (Five-mast schooner)

#### **Added entries—places**

Bath (ME)

Portland (ME)

#### **Added entries—key terms**

Coal trade

Coastwise shipping

Schooners

United States—History—World War, 1914-1918

## **Acquisition**

These papers of Captain William R. Kreger were bequeathed to Maine Maritime Museum from the estate of Capt. W. J. Lewis Parker in November and December 2006.

## **Provenance**

Capt. Parker was an extremely knowledgeable collector and an expert on North American schooners. He picked up many parts of his collection of maritime papers by purchase from dealers, auctions, or estate sales, and by gifts from relatives of maritime figures. The majority of this group of papers were acquired by him from Charles S. Morgan (one-time trustee of Maine Maritime Museum, maritime historian and collector) of Concord, Massachusetts, who got them from Captain Kreger's son Henry L. F. Kreger in 1954. These papers were found in Captain Parker's study with other similar items, and were part of his maritime library which he bequeathed to Maine Maritime Museum.

The collection also includes a typewritten note from Captain Parker indicating that he had purchased a group of six statements of earnings for J. S. Winslow & Co. vessels from Roy Gilespeie of Round Pond (ME) on 20 April 1988. The note lists the individual statements, and they appear to all be included in this collection. The shareholder who originally received them is apparently not known. A number of other documents here are marked with a price (\$3.00), so Captain Parker may have purchased them from Gilespeie or another source and added them to the Kreger papers as well. Further, there are a number of fairly recent photocopies from unidentified sources here, and a number of duplicate original documents. We believe that the largest number of these documents are from Captain Kreger, but Captain Parker and possibly Charles Morgan seem to have added to them.

## **Restrictions**

There are no restrictions on the use of these materials for study or research. Researchers should seek permission to obtain copies, and for publication of any sort.

## **Physical Condition**

These volumes have the usual surface dirt and minor tears of late 19<sup>th</sup>-early 20<sup>th</sup>-century documents. Overall, the Captain Kreger papers are in good condition.

## Biographical/Historical Notes

Captain William R. Kreger was born 6 September 1853 in Rüegenwalde, Germany (Prussia). His original name may have been Wilhelm Rudolph Krueger, father Otto Krueger. He emigrated to the U.S. in 1866, and went to sea before the mast at that time or soon after. His obituary claimed he went to sea at 14. He was naturalized at Brooklyn NY on 15 October 1883. He had to present evidence of citizenship so he could be master of an American vessel. He married a Maine school teacher, Jennie Paulina Flood, and they had a son Henry L. F. Kreger in August 1892. Henry went to Harvard and “attained international fame in athletics.” A daughter, Paulina T. Kreger, was born in 1895 and died in 1899. Most of their lives they lived in Fairfield, Maine.

An obituary in the Bath Daily Times, 24 March 1924, reported that he had gone to sea 56 years, 42 of them as master. The obituary said he was “the hero of several wrecks” and had sailed around the world three times. He commanded wooden sailing vessels, up to several of the big six-mast schooners. Bath newspaper references indicate Captain Kreger commanded *Fannie J. Bartlett* (Three-mast schooner), *Sarah C. Ropes* (Four-mast schooner), *Nathaniel T. Palmer* (Five-mast schooner), *Addie M. Lawrence* (Six-mast schooner), *Alice M. Lawrence* (Six-mast schooner), and *Edward J. Lawrence* (Six-mast schooner) – see the Maine Sea Captains Index in this library for details. Several of these vessels were built at the Percy & Small shipyard, now part of Maine Maritime Museum. He may have commanded and owned shares in other vessels as well.

He was a temperance man with a library of 1500 books, including “one of the finest collections of clipper ship books in the country today.” Governor Percival P. Baxter was a personal friend of the Captain and his family. The Lawrence family, for whom several of his vessels were named, are also believed to be personal friends.

Captain Kreger died 21 March 1924 at Fairfield, and was buried there in the Benton Falls Cemetary. Jennie Kreger died in 1941.

## Scope and Content Notes

The vast majority of the documents in this collection are dividend statements or statements of earnings (income and expense) provided to shareholders in schooners managed by J. S. Winslow & Company of Portland. Each one-page statement records the details of a round-trip with port expenses, crew wages, captain’s wage and primage, repairs and maintenance, provisions, supplies, legal expenses, freight income, amounts disbursed to shareholders in the form of dividends, etc. Each statement is for a single schooner, and is numbered sequentially throughout the career of that vessel.

They were folded up and mailed in a small envelope along with a check for that shareholder's portion of the profits for the vessel's most recent voyage or voyages. If the account showed a loss for the voyage, the shareholder would be assessed his or her portion of that loss.

One interesting element of this collection is that much of it covers the World War I period, and shows some of the schooners making transatlantic voyages during the war. Sailing vessels were not able to travel in convoys.

Folder 1 contains two letters from Henry L. F. Kreger of Cleveland to Charles S. Morgan of Concord, Massachusetts in 1954, and a copy of one letter from Morgan to Kreger, concerning the transfer of this collection of papers. Also in this folder is one typewritten note by Captain W. J. Lewis Parker regarding the 1988 purchase of six of these statements from Roy Gilespeie of Round Pond.

Folder 2 contains thirteen statements for the *Addie M. Lawrence* (Six-mast schooner), ranging from #121 on 7 May 1914 to #134 on 7 June 1917. Statement #125 is missing from the sequence. Some of the statements have two pages. Most of the cargoes were coal from Norfolk or Baltimore to Boston or Portland. One cargo of coal went to Searsport (ME). In 1915 cargoes of coal were taken to Lisbon, Portugal and Montevideo. Cork waste was carried from Lisbon to New York and linseed from Montevideo to NY. That year she also came to Bath for some major repairs, and there is a copied letter from J. S. Winslow & Co. about this expense. In 1916 the *Lawrence* took coal from Newport News to Alicante, Spain, and in 1917 cork waste from Lisbon to Philadelphia.

Folder 3 contains four statements for the *Alicia B. Crosby* (Four-mast schooner); statement #94, 20 October 1908, through #98 (not dated but after 3 October 1909). Three of the four are photocopies from unidentified originals. Statement #95 is not in the folder. The *Crosby* was taking ice and lumber to southern ports and returning with coal.

Folder 4 contains four statements for the *Alice M. Lawrence* (Six-mast schooner), from #86, 18 June 1914, to #89, 4 December 1914. All are original documents. All voyages were coal cargoes from Lambert's Point, Norfolk to Portland.

Folder 5 is the fattest folder, and contains *Edward B. Winslow* (Six-mast schooner) statements #1, 1 January 1909, through #81, 8 June 1917. There are also duplicates of #16 and #65 through #81. All documents in this folder are original statements. Most of the trips were to Portland or Boston with coal. One interesting note was that in 1911 the *Winslow* was in collision with the five-mast schooner *Rebecca Palmer*. Since both vessels were managed by J. S. Winslow & Co., a third party was hired to determine which vessel was at fault

(each vessel was owned by a different set of shareholders, who would have to cover any costs of repairs). The arbitrator determined that the *Palmer* had been at fault, but that each vessel should pay for its own repairs, since the *Palmer* was heavily damaged and the *Winslow* very little damaged. Damages to the *Winslow* were only \$173, easily covered by the freight income. In 1915 the schooner took coal to Rio de Janeiro, returning to Baltimore with manganese ore. The vessel also collected a large payment from the British government resulting from a collision with a British naval vessel. In 1917 the *Winslow* brought coal to Barcelona, Spain with the freight money prepaid. The vessel returned to the U.S. and made one final trip from Newport News to Portland with coal, and then the vessel was sold for \$325,000, as reported in the final statement. This was far more than she had cost to build in 1908.

Folder 6 contains papers relating to the six-mast schooner *Edward J. Lawrence*. There are three Photostats of 1917 letters sent to shareholders in the vessel, regarding getting the vessel out of the Mediterranean before war was declared (giving up a cargo charter in order to do so) and the later sale of the vessel. There is also a Photostat showing an owner's account of share ownership in five schooners, with initial cost, income from 1911 to 1917, and final sale price (in most cases, 1917 sale price doubled the initial cost). The folder also contains 18 statements of income and expense for the schooner, ranging from #69, April 18, 1914, to final statement #88, November 1, 1917. There are two copies of #80, and #86 and #87 are missing. Nearly all the voyages were from Norfolk to Portland or Boston with coal. There was one coal cargo to Cuba, and then with sugar to Philadelphia. There are references to repairs at Hoboken and Bath. In late 1915 she made a trip to Barcelona, Spain with coal, and then loaded salt at Ibiza for Gloucester, Massachusetts. The final statement makes reference to the 1917 departure from Spain (on a second trip there). There are two separate notes evidently inserted with the statements, one regarding 1915 damage to the schooner, and the other regarding the 1915 trip to Spain.

Folder 7 contains six photocopies of statements, and one original statement, for the four-mast schooner *Frank T. Stinson*. The photocopies are #7, December 24, 1897 and #8, April 27, 1898 and statements #72, November 14, 1908, through #75, August 26, 1909. The original document is statement #78, June 21, 1910. Voyages include coal from Norfolk to Cartagena, Columbia, oil from New Orleans to Providence, ice from the Kennebec River to Washington DC, coal from Georgetown to Boston, ice and general cargo from Portland to Demerara, salt from Turks Island to Baltimore and New York, coal from Norfolk to Havana, lumber and railroad ties from Brunswick, Georgia to Philadelphia, and lumber from Jacksonville, Florida to Philadelphia.

Folder 8 contains seven photocopies of statements and fourteen original statements for the four-mast schooner *George E. Walcott*. Represented are #28

(May 16, 1900), #110 (November 5, 1908), #111 (November 30, 1908), #114 (May 27, 1909) through #118 (October 6, 1909), #126 (June 14, 1910), #127 (July 14, 1910), and #164 (April 27, 1914) through #174 (October 17, 1916). Statement #174 advises of the total destruction of the vessel in an explosion at Black Tom Island, Jersey City New Jersey. Voyages were mostly coal from Philadelphia, Norfolk and Newport News to Portland and Bangor, with a couple to Portsmouth and Para (Brazil). Other cargoes included railroad ties and lumber from Jacksonville to Philadelphia, coal and coke to Para, Brazil and Buenos Ayres, and quebracho wood from Buenos Ayres to New York. She had about two thirds of this last wood cargo discharged when the vessel was destroyed in the explosion. The note to shareholders in statement #174 indicated that J. S. Winslow & Co. was suing the Lehigh Valley Railroad Co., initially blamed in the explosion, for the value of the lost vessel. Blame appears to have fallen later on German agents sabotaging munitions bound for Europe's Allies (2017 internet search), so it seems doubtful that this suit was successful.

Folder 9 contains copies of eleven original statements for the four-mast schooner *Henry F. Kreger*. There are also eleven duplicate original statements. Statement No. 1 (March 10, 1904) comes from managing owner E. S. Crosby at Bath and is printed. All the others (#18, April 22, 1914 to #27, August 4, 1917) are office copies from J. S. Winslow & Co., like the others in this collection. #27 is the Final Statement for this vessel. Cargoes are coal, lumber, railroad ties, rock, cooperage materials, sugar, passengers, and cork waste. Ports visited include Brunswick GA, New York, Norfolk VA, Port Royal SC, Philadelphia, Galveston TX, Gulfport MS, Wilmington DE, Fajardo PR, Port Tampa FL, Portland ME, Barbados, Cienfuegos CUB, Santiago CUB, Port Arthur TX, Newport News VA, Lisbon POR, Orange TX, and Huelva SPA. The Final Statement brings news of the sale of the schooner for \$140,000, amounting to \$2,078.12½ to the holder of each 64<sup>th</sup>.

Folder 10 contains five statements for the four-mast schooner *Major Pickands*. Three are photocopies - #1 (April 17, 1909) to #3 (September 8, 1909). Two are original copies - #6 (April 9, 1910) and #7 (July 11, 1910). Cargoes include lumber, ice, general cargo, asphalt, coal, and railroad ties. Ports visited were Demerara (British Guiana), Jacksonville FL, Boston, Portland ME, Trinidad, New York, Philadelphia, Brunswick GA, Mayport FL, Fernandina FL and Cape Porpoise ME.

Folder 11 contains ten photocopied statements and one original copy of a statement for the four-mast schooner *Mary E. Palmer*. Photocopies are #72 (October 21, 1908) and #74 (January 8, 1909) through #82 (September 14, 1909). The original is #85, March 19, 1910. Cargoes are all coal from Philadelphia, Newport News or Norfolk to Bangor, Boston or Portland, except for one trip from Brunswick GA to Philadelphia with railroad ties.



Folder 12 contains statements for the five-mast schooner *Oakley C. Curtis*, nine photocopies and five originals. The photocopies are #82 (January 14, 1908), #93 (November 7, 1908), #95 (January 13, 1909), #97 (April 12, 1909), #98 (May 7, 1909), and #100 (June 21, 1909) through #103 (September 20, 1909). The originals are #104 (October 9, 1909), #113 (May 14, 1910), and #115 (June 25, 1910) through #117 (August 1, 1910). All voyages are coal cargoes from Norfolk, Baltimore, Newport News or Philadelphia to Boston, Portland, or Portsmouth. She visited Bath once for repairs.

Folder 13 contains twelve statements for the five-mast schooner *Prescott Palmer*, all originals. They are #1 (October 24, 1910) through #5 (February 18, 1911), #8 (July 8, 1911), #9 (August 8, 1911), and #18 (June 14, 1912) through #22 (October 7, 1912). Coal was the only cargo carried, from Baltimore, Newport News VA, or Norfolk VA to Boston, Portland, or Portsmouth NH. There was one trip to Bath for repairs.

Folder 14 contains 21 statements for the six-mast schooner *Ruth E. Merrill*, all originals. They run from #120 (April 21, 1914) through #140 (November 1, 1916) without gaps or duplications. There is also one typewritten note, June 28, 1916, evidently addressed to the master:

Dear Sir:-

We are insured in The Ocean Accident & Guarantee Corporation, Limited, against accidents on board the different vessels, and in case of accident on board the schooner, please fill out one of the enclosed blanks and send to us at once, to enable us to notify the insurance Co.

Yours truly,

J. S. Winslow & Co.

T. S. Allen

Treas.

Except for one cargo of manganese ore (Rio de Janeiro to Baltimore), all cargoes were coal. Loading ports were Norfolk, Philadelphia, Baltimore and Newport News VA and discharging ports were Boston, Portland, Rio de Janeiro (once), and Alicante SPA (once).

Folder 15 contains twelve statements for the four-mast schooner *William B. Palmer*, nine photocopies and three originals. The photocopies are #65 (October 12, 1908), #66 (November 9, 1908), and #68 (March 30, 1909) through #74 (September 18, 1909). The originals are #82 (June 11, 1910) through #84 (August 15, 1910). All voyages were cargoes of coal, from Norfolk, Newport News VA or Philadelphia to Bangor ME, Portland ME, or Portsmouth NH. There were a couple of collisions in this time, and the schooner was in Bath once for repairs.

Folder 16 contains five photocopies of statements for the five-mast schooner *William C. Carnegie*, being statements #92 (October 24, 1908) to #94 (December 23, 1908), #96 (April 24, 1909), and #97 (July 15, 1909). All cargoes were coal, Philadelphia, Norfolk or Newport News VA to Portland ME. She was in Bath once for repairs and a half-time survey. Statement #97 reports the total loss of the vessel and cargo by running ashore near Moriches Life Saving Station, Long Island NY, May 1, 1909, "nothing being saved except the boat in which the crew left the vessel."